

TYPICAL SECTION

TO BE USED WHEN THE BARRIER IS FREE STANDING (NO BACKING) AT THE TOP OF FILL SLOPES.

(SEE STD. MD 648.45 FOR 34" F SHAPE CONCRETE TRAFFIC BARRIER SINGLE FACE TYPE 1 WITH EARTH BACKING AT TOP OF FILL SLOPES)

(SEE STD. MD 648.47 FOR 34" F SHAPE CONCRETE TRAFFIC BARRIER SINGLE FACE TYPE 3 FUNCTIONING AS A RETAINING WALL)

NOTES

- 1. THE BARRIER AND FOOTER SHALL BE CAST SEPARATELY USING THE FIXED FORM OR THE SLIP FORM CONSTRUCTION METHOD USING CONCRETE MIX NO.6 CONTINOUSLY PLACED.
- 2. THE CONTRACTOR HAS THE OPTION TO CONSTRUCT THE BARRIER FOOTER AND BARRIER AFTER CONSTRUCTION OF THE PAVEMENT. THE FOOTER FORMS. IF USED, SHALL BE REMOVED BEFORE PLACING PAVEMENT.
- 3. ALL REINFORCEMENT BARS, INCLUDING ENDS. SHALL BE EPOXY COATED. ALL BAR LAPS TO BE 30 BAR DIAMETERS. TIE BARS TOGETHER. ALL BARS SHALL BE ASTM A 615 GRADE 60.
- 4. THE REAR VERTICAL WALL SHALL BE FORMED OR THE CONCRETE PLACED AGAINST THE VERTICAL EARTH SIDE IF APPROVED BY THE ENGINEER. NO ADDITIONAL COMPENSATION FOR ADDITIONAL CONCRETE WILL BE PAID IF CONCRETE IS PLACED AGAINST THE EARTH. THE BARRIER FOOTER SHALL HAVE CONSTRUCTION JOINTS TO COINCIDE WITH THE BARRIER JOINTS.
- 5. SPACING OF CONTRACTION JOINTS SHALL BE 20 FEET REGARDLESS OF THE CONSTRUCTION METHOD.
- 6. COST OF THE CONCRETE FOOTER. ALL REINFORCEMENT AND EXCAVATION SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR 34 INCH F SHAPE CONCRETE TRAFFIC BARRIER SINGLE FACE TYPE 2.
- 7. TOLERANCES IN DIMENSIONS SHOWN SHALL BE WITHIN 1/4".

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- 8. CONDUIT: IF REQUIRED REFER TO STD. MD 648.50 FOR LOCATION.
- 9. WHEN BARRIER IS CONSTRUCTED USING THE SLIP FORM METHOD DIAGONAL NO.4 BARS ARE REQUIRED. SEE STD. MD 648.49.

STATE HIGHWAY ADMINISTRATION	r
APPROVED KILG. MECLE STATE HIGHWAY ADVINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES 34 INCH F SHAPE	I
APPROVAL • SHA REVISIONS APPROVAL • FEDERAL HIGHWAY ADMINISTRATION CONCRETE TRAFFIC BARRIER SINGLE FAC	E
APPROVAL 3-1-01 APPROVAL 3-28-01 TYPE 2 (FREE STANDING IN FILL)	
REVISED 8-12-02 REVISED 11-12-02 REVISED	
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